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THRU : Chief, Industrial Division, ORR  
Chief, Aircraft Branch, I/I

Requirements on a Recent Report Concerning Tashkent Airframe Plant  
No. 84

REF : [REDACTED] 25 September 1958, Confidential

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#### Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, first-hand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

Prior to the receipt of the [REDACTED] reports it seemed logical to assume that Crata (IL-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (AN-8). Since most of the returnees refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

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It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

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Requirements

1. What specific types of technicians arrived at Plant 84B from Voronezh to assist in construction of new models? When would source estimate that the new assembled fuselage which he observed might be a completed aircraft? Did he see only one new aircraft in the process of assembly, or were parts, jigs and sub-assemblies for other new-type aircraft evident? Was series production of the new model to take place in the 35th department? If not, where? How many final assembly positions would be available for the new model in the present 35th department?

2. What designation or designations were given to the new transport? Does source know who designed the aircraft? Is he quite sure it was to have four turboprop engines? Did he see any real evidence, such as assembled wing structures, which would confirm this point? Source states that item 1 on his memory sketch is the wing root. Since this would indicate a low-wing aircraft, it is an important point to clarify. Could item 1 have been a wheel fairing opening rather than a wing-root? Although not shown on the sketch, was there any indication that the wings were to be placed in a high-wing position? Was the fuselage observed by source of circular or slab-sided construction? Did the fuselage only have four windows on each side? Approximately how long is the rear loading door? Can source position this rear door more carefully in another sketch? Where is the bottom of the door located in relation to the break where the fuselage slope begins?

3. Can source supply a layout diagram and annotated key of Plant 84B, including approximate dimensions, number of stories and building functions? Of special value would be a detailed diagram of the final assembly building showing final assembly positions, sub-assembly areas and dimensions. Assuming that source, as a fitter of rudders, worked in the final assembly area, at what stage of assembly [REDACTED] source recall [REDACTED] at the plant?

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4. What type of aircraft was the plant producing prior to the new cargo aircraft? When did this production phase out or is it still continuing? When did it start? What was the average peak rate of production? How many different versions of the aircraft were made? Who were the customers - military or civil? How many

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of these aircraft usually could be seen in the factory area or on the plant airfield? Was the plant involved in any way with repair or modification of these aircraft? To what extent? Was production of these older type aircraft carried on at a fairly constant rate? If not, what sort of problems may have been responsible for erratic production rates? How long after the aircraft left final assembly did they remain at the plant? Can source supply any data on testing programs?

5. Approximately how many people were employed at Plant 84B? How many days worked per week, shifts per day and hours per shift? How many vacation days and holidays per year? Was a fairly constant labor force maintained? Were any consumer goods or products other than aircraft manufactured at the plant? If so, what, and how many people were assigned to these activities?

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